

**Amendments to the Specification:**

Please replace the paragraph beginning on page 5, line 3 with the following amended paragraph:

Fig. 7 is a side view of a file cabinet of the present invention with a foldable seat that provides a tabletop; and

Please replace the paragraph beginning on page 5, line 5 with the following amended paragraph:

Fig. 8 is a schematic of an air pressure locking component for the cabinet drawer of the present invention[.];

Please insert the following paragraphs beginning at page 5, line 7:

Fig. 9 is a side view of a file cabinet of the present invention with a drawer shown in an open position; and

Fig. 10 is side view of a file cabinet of the present invention with a drawer shown in an open position.

Please replace the paragraph beginning on page 8, line 1 with the following amended paragraph:

Fig. 4 depicts the preferred embodiment of cabinet 24 comprising side panels 32, front panel 34, drawer 26, drawer face 36, drawer rails 30, drawer rail tracks 38, and rear panel 40. This embodiment shows no top panel, but one may be included. As described above, the preferred orientation of cabinet 24 is such that rear panel 40 faces away from the vehicle driver rather than the rear of the cab. Fig. 9 depicts drawer 26 in an open position toward a rear of seat 20. Fig. 10 depicts drawer 26 in an open position toward a front of seat 20.

Please replace the paragraph beginning on page 8, line 23 with the following amended paragraph:

Fig. 8 shows the preferred embodiment of a schematic of an air pressure locking system for the cabinet drawer of the present invention. Drawer door 26 comprises electrical contact 60 connected via wires 62 to relay 64. When drawer door 26 is closed, an electric signal is sent via wires 62 to relay 64. Relay 64 signals electric air supply valve 66 via wires 63 to open so that air from air supply 68 can flow via conduit 70 to conduit 72. Brake activation valve 80 of air brake system 81 can then be affected by the

driver to send air via conduit 74 to brakes 78 so that brakes 78 are released and to conduit 76 so that relay 82 is activated. Upon activation, relay 82 sends an electric signal via wires 84 to lock 86 so that lock 86 is engaged. Once locked, lock 86 cannot be unlocked and drawer door 26 cannot be opened unless the driver brings the vehicle to a stop and closes brake activation valve 80.